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CLASSIFICATION ~~SECRET~~

COUNTRY Soviet Zone of Germany

REPORT NO. 25X1A

TOPIC Schoenefeld Airfield

25X1A

EVALUATION See below PLACE OBTAINED 25X1A

DATE OF CONTENT 9 December and 13 January 1950

DATE OBTAINED 25X1A DATE PREPARED 29 March 1950

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 sketch on ditto

REMARKS

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1. On 9 December 1949 no aircraft were parked outside the hangars of the Schoenefeld (N 53/Z 93) airfield. As it rained heavily the boundary lights, the runway lights and the row of lamps along the eastern expansion of the runway were switched on at 3:18 p.m.
2. A twin-engine DC-3 with a vertical black stripe on the rudder assembly and a black marking on the nose glided in from the east and landed at the field at 3:20 p.m. After it had been towed to the northern edge of the field at 3:25 p.m., the lights were switched off again.
3. Railroad tank cars were near the fuel dump on the southern edge of the field.
4. There was intensive motor vehicle traffic between the field buildings.
5. The red obstacle lights were on in the evening. A beacon light in the approach flying lane, east of the mentioned row of lamps flashed alternately a dash and four points.
6. No aircraft were seen at the field on 13 January 1950. There were two perpendicular runways. Two hangars, one with a rotating searchlight and a windcone on top, were on the southern edge of the field. West of the hangars were two trellis masts interconnected by a cage aerial. A railroad spur track ran on both the northern and southern edges of the field. A fuel dump with five semi-underground containers was east of the hangars.
7. The field is in good condition for flight security. A row of 14 white lamps rising eastward are in the eastern expansion of the runway, some meters parallel to it.
(See Annex).

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 May 1978 from the Director of Central Intelligence to the Archivist of the United States.

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8. In the same direction, about 2 km from the edge of the field, was a small stone cabin with three parallel rod antennas, each about 2 meters long, on its western side. This was presumably a blind landing station. A small bunker which extended about 1 meter above the surface, was about 300 meters from the eastern beginning of the runway. It had a 12-meter antenna leading to the field fence.

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[REDACTED] Comment:

No air unit is stationed at the field. The field is being used by aircraft of civilian airlines and Soviet couriers and transports.

The information on the field lights is received for the first time.

1 Annex: Schoenefeld Airfield.

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